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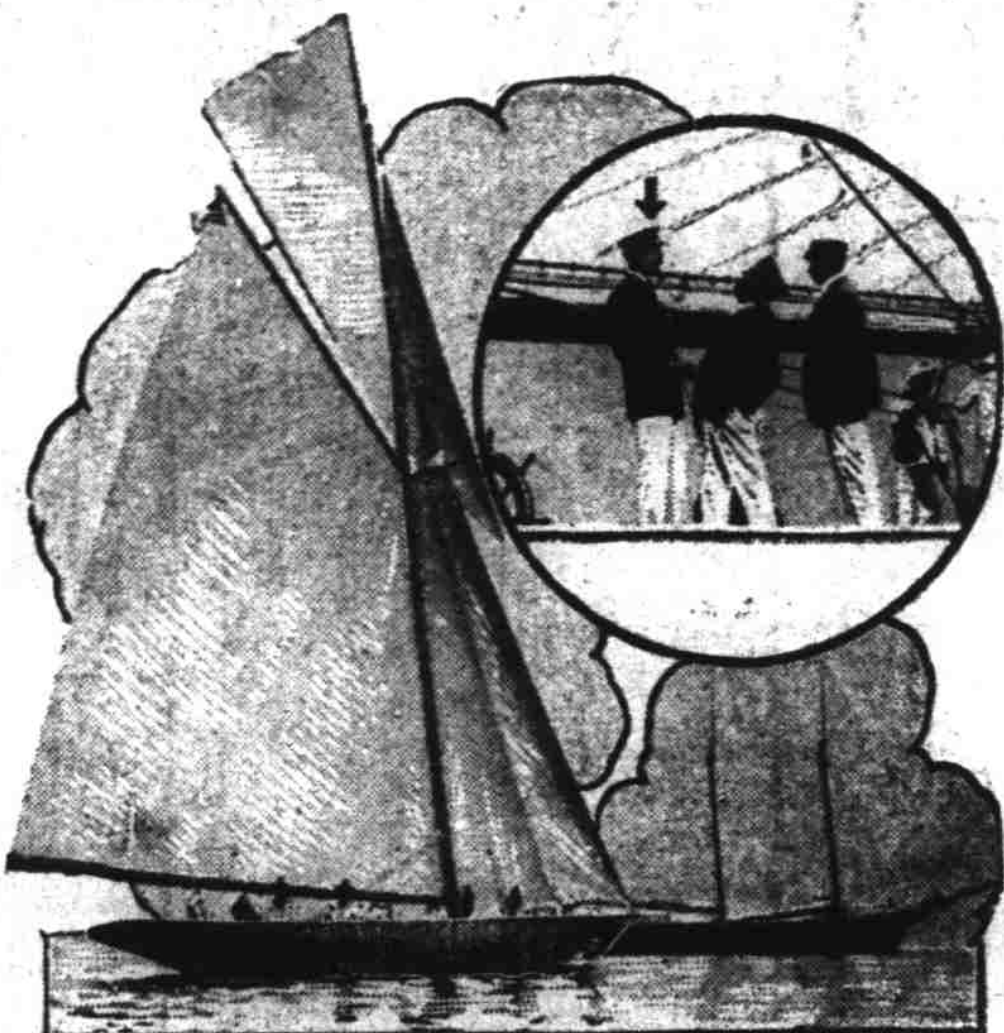
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CUP RACE RULES QUESTIONED BY BRITISH YACHTING WRITERS



•The VANITIE and HER OWNER—

The Vanitie has the best lines of any of the defenders and carries almost as much sail as the Defiance. Alex Smith Cochrane is the sole owner of the boat, and William Dennis is her captain. They are both shown in the picture examining the boat with the first mate.

[Associated Press]
NEW YORK, June 14.—With the three America's cup defense yachts, Resolute, Vanitie and Defiance, engaged in almost daily test races and Sir Thomas Lipton's challenger Shamrock IV, preparing to sail for America, interest in the coming international races for the famous yacht trophy is increasing rapidly. The status and racing ability of the three America's cup sloop are fairly well established but the full possibilities of the Nicholson 75-footer will not be known until she can be seen in practice off Sandy Hook. Her description, as called from England, points to a yacht which departs from many of the orthodox canons of sloop building. Many yachtsmen believe that designer Nicholson with his radical innovations has produced a boat that will prove extremely formidable. This belief is based on the fact that the boat is a cross between the sloop and the schooner. The interest with which Shamrock IV is awaited on this side of the Atlantic, and raises the question again as to whether the cup committee will permit the challenger to be towed at any time during the long ocean voyage which is to be soon undertaken.

The same question is agitating English yachting circles and there is much discussion in both clubs and public prints regarding this important angle of the cup contest. The impression prevails abroad that the New York Yacht club committee is opposed to granting permission to tow and while the matter is under discussion neither the challenging or defending clubs will state their official attitude in the matter. Basing their opinions on the assumption that such permission will be granted reluctantly, if at all, the English yachtsman and writer holds that the restriction is one that handicaps the challenger. That there are two sides to the controversy, however, is shown in the following article by a well known English yachting authority:

"It is very evident that considerable misconception exists in many quarters in regard to the efficacy of towing. During the time that the matter was in doubt comment clearly showed that there existed a widespread belief that the handicap which a vessel incurs in crossing the Atlantic would be very materially reduced if allowed to tow. This is altogether wrong. The one advantage of towing is that, in case of light winds, and calms, the time occupied on the passage is shortened. It is quite erroneous to suppose that the permission to tow enables a vessel to be more lightly constructed. To begin with, the permission only applies to calm weather and no one responsible for the vessel would desire to tow when there is anything of a breeze. Under certain conditions a vessel of light construction is submitted to greater strain in towing than in sailing, and it is by no means a comfortable means of progression excepting in fine weather.

"The reason for this is that in towing it is not one continuous strain. It is absolutely necessary to have very long towline, otherwise there would be the probability of the vessel in towing running up on the tug. Progress then is nothing more than a series of jerks. When the hawser tautens the vessel receives a sudden impetus which carries her along faster than her tug is travelling. The hawser then slackens until the vessel loses her momentum, when it tautens again and another jerk gives the vessel a plunge forward again, and so the towing proceeds. With the slightest swell on matters are made much worse, and to attempt to tow a vessel against a head sea is to submit her to a much more serious buffeting than she would receive in sailing.

"Mr. Nicholson, speaking on the subject, said the question of towing had not troubled him at all. Any vessel so weakly constructed as to be unable to make the passage under sail would stand a poor chance of arriving on the other side in tow."

Another feature of the cup rules which does not appeal to the average Englishman is that which permits the defender to increase her waterline but does not extend the same privilege to the challenger. On this point another writer states:

"Apart from the troublesome delay and attendant risk of crossing the Atlantic under sail there is a further point in the conditions of the race,

PUBLIC ASKED TO ASSIST IN POSTAL MATTER

Postmaster William F. Young wants to hear from the residents of Honolulu regarding their opinion as to the location of the proposed postal substations which shortly may be established in different parts of Honolulu and vicinity. Mr. Young made this statement to the Star-Bulletin this morning, and at the same time made the announcement that at least five or six of these stations will be established to commence with.

"It is going to be a pretty hard proposition to locate these proposed stations, and do it in such a manner that the public will be entirely satisfied, and that is the reason why I would like to have the public's opinion in the matter," he said. "I already have Kaimuki in mind as a likely location for a station, but the establishment of the rest is still a matter of doubt."

One of the first things which Mr. Young made mention of after assuming the duties of postmaster of Honolulu was the apparent need of postal substations, at which time he announced that he would endeavor to secure them for the city. Such stations, located in various parts of Honolulu would do away with the necessity of having to journey to the central office to purchase stamps and money orders or to receive registered matter. Mr. Young says that he already has commenced an investigation of the project, and expects to make a definite start within a very short time.

Drug and book stores are generally chosen as the places in which to install such stations. Each station must be at least five blocks from the central office, or about one-half mile. However, Mr. Young wants the opinion of the public as to the sections of Honolulu where such stations are most necessary and, as he said this morning, all communications from residents of Honolulu will be given due consideration.

both yachts measured 75 feet and suppose both were of equal merit, but both were rather crank and would go all the better for a little more ballast. Such a state of affairs is a very common one in yacht racing. The conditions of the race framed by the New York Yacht Club allow the American vessel to add the ballast and thus increase her waterline over 75 feet; but they do not allow the British yacht to do the same."

WEEKLY SALE ANNOUNCED BY REGAL BOOT SHOP

Commencing this week, the Regal Boot Shop announces that on Wednesday of each week it will place on sale at a reduced price one of its best selling lines of shoes. In the Star-Bulletin of Tuesday, and the Advertiser of Wednesday, space will be used to describe the shoe on sale that particular time, and the style itself will be on display in the entrance window at the store.

This is not a sale to get rid of old stock, for the Regal Boot Shop hasn't enough old stock to put on sale—but the plan is simply for the purpose of stimulating shoe buying during the middle of the week.—advertisement.

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